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Commerce

International relations with  
Brazil

New York

1865

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New York Chamber of commerce of the state of  
New York.

# INTERNATIONAL RELATIONS

WITH

BRAZIL.

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## PROCEEDINGS

ON THE

RECEPTION OF H. E. SENHOR D'AZAMBUJA, ENVOY EXTRAORDINARY  
AND MINISTER PLENIPOTENTIARY FROM BRAZIL, BY THE  
CHAMBER OF COMMERCE OF THE STATE OF  
NEW-YORK, NOVEMBER 2<sup>d</sup>, 1865,

WITH

REMARKS OF REV. JAMES C. FLETCHER,

ON THE

Mail Communication between the United States and Brazil.

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New-York :

JOHN W. AMERMAN, PRINTER,  
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Chamber of Commerce of the State of New-York.

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CHAMBER OF COMMERCE OF THE STATE OF NEW-YORK,  
NOVEMBER 2, 1865, WITH THE REMARKS OF REV.  
JAMES C. FLETCHER, ON THE MAIL COMMU-  
NICATION BETWEEN THE UNITED  
STATES AND BRAZIL.

At the monthly meeting of the Chamber of Commerce, held November 2, the usual business of the Chamber having been transacted, the Chairman, Mr. WILLIAM E. DODGE, first Vice-President, stated that Rev. J. C. FLETCHER was present, and that he came here to congratulate the Chamber, and to be congratulated by it, upon the success of the efforts which had resulted in the organization of a steamship line between Brazil and the United States. The Chairman then introduced the Rev. Mr. FLETCHER, who addressed the Chamber as follows:

#### REMARKS OF REV. J. C. FLETCHER.

Mr. Chairman and Gentlemen: I cannot help contrasting this day with the last time, eighteen months ago, when I appeared before your body. Then I saw before me the venerable forms of L'ELATIAH PERIT, your former President, and Mr. TILKSTON, (and to the latter was referred the question of steam communication with Brazil.) That was the last meeting which they attended. Our country was then plunged in the most gigantic struggle which the world has ever seen. Now, the white-winged dove of peace floats over our land—though rejoicing is not wholly ours, when we remember our assassinated Chief Magistrate.

The position of the New-York Chamber of Commerce is not to advocate private views or speculations, but to promote any proper plans which will advance the interests of commerce and contribute to the welfare of our common country. Your body is not, like the Venetian councils of ten and seventy, degenerated into a political engine to carry out the ambitious aspirations of one or two families of merchant princes.

Eighteen months ago I came before you in accordance with your views and principles. It was not to advocate any particular steamship

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line to Brazil, but a line—any swift steam communication—which would enable the United States to regain its lost commercial footing, and which would conduce to the good understanding and the prosperity of both countries; which, in short, would be a common bond of union between the two greatest governments of the New World.

Allusion has been made by the Chairman to my efforts for so many years to bring about this desired consummation. Allow me to say that these efforts, persistent as they have been, were only incidental to my religio-philanthropical work, for I have always considered Religion and Commerce as handmaids.

I do not, however, take to myself all the merit. Others have worked as well as myself, and I think it only just to a number of gentlemen who for years have been deeply interested in this matter, to give a brief history of the various propositions, plans and efforts connected with steam navigation to Brazil.

The first person who, to my knowledge, made a definite proposition to connect by steam North and South America, was that enterprising son of New-England, WILLIAM WHEELWRIGHT, of Newburyport, who, after years of advocacy and labor, succeeded in placing the first steam line on the Pacific coast. His views in regard to the Atlantic coast were not carried out, but, in addition to the west coast steamship line, South America is this day indebted to WILLIAM WHEELWRIGHT for railways in Chili, which climb the Andes to a height loftier than the famous Austrian railway passes, thus opening rich silver and copper mines; and for his present labors on the fertile *pampas* of the Argentine Confederation, where he is constructing a railway of 270 miles, from the banks of the lordly La Plata to the interior city of Cordova. In point of time he was the first to propose a steam line from the United States to Brazil.

Mr. J. CARBETHERS, of Brooklyn, once showed me the printed plan of a Pennsylvaniaian, (whose name I do not recall) who in 1851 proposed to connect the United States and Brazil by steam.

In 1852—how much earlier I know not—Mr. JOHN GARDNER, who was for a long time an American merchant at Rio de Janeiro, made a distinct proposition to our Congress to establish a steamship line between New-York and Rio de Janeiro.

It was in the same year that I wrote, from Rio de Janeiro on this subject, my first letter, to the *Journal of Commerce* of this city, a paper which has always been the steady, persistent advocate of a closer commercial union with Brazil.

Dr. THOMAS RAINEY, (at present Director in Chief of the New Ferry Company at Rio,) in 1857-'58, presented to the Congress of the United States a petition and memorial, in the names of "ROBERT M. STRATTON, SAMUEL M. MITCHELL, WILLIAM H. WEBB and THOS. RAINEY, praying for a contract for the transportation of the mails between the United States and Brazil, via the West India Islands." This proposition at one time seemed likely to become a law, lacking but eight votes.

From 1858 to 1864 I appeared before many Lyceum audiences throughout the United States and the British Provinces, and twice before commercial bodies, and wherever and whenever an opportunity occurred I endeavored, by mouth and by pen, to stir up my countrymen to

the importance of the immediate steam-union of North and South America. In November, 1860, I spoke before the New-York Historical Society on the general subject of Brazil, and, incidentally, dwelt for a few moments on the consideration of a steam line between the two countries, or the result would be a complete throwing of the Brazilian trade into the hands of the English. A few days afterwards your present President, Mr. A. A. Low, in advocating the establishment of a subsidized steamship line from San Francisco to Japan and China, quoted some of my arguments. This was of the greatest encouragement to me, for it was the confirmation of a large-minded business-man that I was on the right track. In 1862 I went to Brazil, and had long conferences with Hon. TAVARES BASTOS, the youngest of Brazilian statesmen; he is now but 25 years old, yet a man who has consecrated his political life to—

1. Administrative Reform; 2. The freedom of the Coast Trade to all nations; 3. The union of the two Americas by steamships between Rio and the United States; 4. The opening of the Amazon to the flags of all nations; 5. The emancipation of the slaves.

I mention these great objects, as they show the scope of the man. Hon. TAVARES BASTOS, from 1861 to 1865, wrote and worked assiduously on this question of steamships.

In 1864, Hon. JOHN B. ALLEY, of the Committee on Postal Relations in our Congress, brought in a bill to give \$150,000 per annum, as subsidy, to a line of steamers between the United States and Brazil. This bill, after long weeks of deliberate discussion, finally became a law, by its passage in both branches of Congress, and by the signature of President LINCOLN, on the 28th of May, 1864. It is only due to the Hon. M. M. LISBOA, His Brazilian Majesty's late Minister to Washington, to say, that he was ever ready, during the discussion of the bill, to give encouragement and advice to Mr. ALLEY, and to make explanations.

In June, 1864, through the persuasion of JAMES A. RAYNOR, Esq., of New-York, I went to Rio de Janeiro with the law of the United States, and with a most statesmanlike letter from the late Judge COLLAMORE, Chairman of Postal Relations in the Senate of the United States. I went directly to the Premier, Sr. ZACARIAS, and held long conferences with him and other Brazilian statesmen. Senhores SA E ALBUQUERQUE, MARTINHO DE CAMPOS and OCTAVIANO drew up and brought into the Brazilian Chamber of Deputies a project founded on the law of the United States, to subsidize, to the extent of 200,000 mil reis, a line of steamers jointly with the United States, and to accept the same parties who should obtain the contract from the United States Government. This bill was signed by forty members of the Chamber, [whose names are appended on page 15,] and though near the end of the session, it was successfully carried through two ballotings, even to the overthrow of the then existing ministry. What greater proof could there be of Brazilian amity! Nothing more could be done until the sessions of 1865. In the meantime, the company, now known as the United States and Brazilian Steamship Company, obtained the contract from our government, and in March sent to Rio de Janeiro Mr. A. ARANGO, with full powers. At the urgent instance of Mr. J. F. NAVARRO, the President of said company, I went to Brazil to co-operate with Mr. ARANGO, a gentle-

man to whose untiring energy and business capacity is greatly due the accomplishment of the desired end. Mr. ARANGO and myself found that a spontaneous movement had already begun, at the capital of the empire, amongst the Brazilian merchants. This movement culminated in a mass meeting of the Rio Exchange, or Chamber of Commerce, where most eloquent and convincing speeches were made by Dr. FERQUIM D'ALMEIDA and others, and a memorial to the Brazilian Parliament was adopted. This memorial, teeming with important statistics and cogent arguments, is the statesman-like document which, together with a letter from the officers of the Rio Chamber of Commerce, I bring to you to-day. It asks for two things—steamers to the United States, and a line of telegraphic wires along the Brazilian coast.

Mr. ARANGO and myself also prepared a pamphlet, more fully explaining the law of the United States, and bringing the statistics of our own commerce to bear upon the subject, to prove the necessity of immediate action on the part of Brazil. Many of those statistics were taken from the pamphlet on steam navigation, published by Mr. JOHN AUSTIN STEVENS, Jr., Secretary of the New-York Chamber of Commerce. The whole field was canvassed, and while there was severe opposition on the part of some, we were constantly struck with the deep sympathy of the Brazilians, monarch, legislature, press and people, in regard to this measure, so important to them and to us. The third vote in the Deputies was almost unanimous, and after a long and able discussion in the Senate, (where the Ministers of Justice and Finance, and the Visconde de JEQUTINHONHA and Senhores PARANAGUA, SOUZA FRANCO, DON MANOEL, SILVEIRA DA MOTTA, OTTONI, ZACARIAS and other Senators showed their sympathies either by able speeches or by votes,) the bill passed, by a large majority, on the 17th of June, and after all points were thoroughly examined by his Excellency PAULI SOUZA, the Minister of Public Works, it received the imperial sanction on the 28th of June.

The Brazilian Government has given \$110,000 subsidy per annum, for ten years, to the new line of steamers, and the line is a fixed fact, the first steamship of the company having left New-York on the 30th of September, and the second on Monday last. In this connection I cannot omit mention of the active and very important co-operation and influence of those loyal Americans, HENRY FOSTER & Co., of Pernambuco, the only great American house in Brazil south of Para, for the days of the BIRKHEADS, the MAXWELL, WRIGHT & Co.'s, and other great representative houses, no longer exist at Rio. The present American Rio houses are young, and have yet to make their mark. W. V. LINGERWOOD, Esq., the present United States Chargé, rendered important aid in the *Sociedade Auxiliadora*. Nor can I forget the warm sympathy of my distinguished friend present, Senhor D'AZAMBUJA, the Brazilian Minister to Washington, who has filled high places of trust in his own land, and who, after being fifteen years in the responsible position of Brazilian Under Secretary of State, has now been appointed to the first place on the Western Continent, in the gift of his Monarch. Already had Senhor D'AZAMBUJA's address to President JOHNSON and the reply of the latter, caused a profound impression in Europe; and Senhor

D'AZAMBUJA is ever ready to manifest his own and his country's sympathy for the United States.

Amid much applause Senhor D'AZAMBUJA was introduced by the Chairman, WM. E. DODGE, Esq., in a warm and appropriate welcome. Senhor D'AZAMBUJA made the following happy reply:

#### REMARKS OF HIS EXCELLENCY SENHOR D'AZAMBUJA.

Mr. Chairman and Gentlemen,—I am most deeply impressed with the expressions which you direct to me in regard to the Chamber of Commerce at Rio de Janeiro, in response to the address of the President and officers of that corporation to this respectable and illustrious body. These remarks are highly sympathetic in their sentiments towards Brazil for its endeavors to strengthen more and more the commercial relations between the two nations. You are already acquainted with the manifestations of my sentiments, offered in the name of the Emperor of Brazil, at my presentation to the President of the United States. I then made known the esteem and consideration in which my sovereign holds the President of this Union, and his high appreciation of every thing which can connect his empire with the great nation of North America. I said, on that solemn occasion, that Brazil has never had a thought, but of maintaining unalterably, and of ever drawing more closely the relations of friendship and good understanding between the two countries. I expressed, in conclusion, my personal feelings towards the United States, and my desire to win the sympathies of this government and this people. Your words, Mr. Chairman, cannot but be heartily appreciated by every Brazilian interested in commerce, as well as by myself, as the representative of my sovereign. The Emperor of Brazil, by his liberal principles towards all the States of this country, has shown himself to be an American in every good sense of the word. Dom PEDRO II., as well as the President of the United States, promotes the progress of civilization in this hemisphere, and for that purpose promotes the development of material resources, the improvement of commerce, and the introduction of free, intelligent labor in the virgin fields of this continent. The mission of the Emperor in reference to the unhappy events which have occurred in South America, in regard to the barbarous and unwarranted proceedings of the Dictator of Paraguay, who has made war on Brazil, the Argentine Confederation and Uruguay, is one that cannot but be calculated to obtain the desired result, the advantages of which, doubtless, all other maritime powers will enjoy. I am happy in representing Brazil under such auspices, and no better opportunity can be offered me to endeavor to make my nation and the United States more intimate. I expect not to fail in the result of this policy. Above all is, however, the reciprocity in the steam intercourse between the two countries, thus developing their mutual commerce. The new United States and Brazil steamship line, inaugurated on the 30th of last September, will no doubt greatly develop and encourage the direct commerce of the two countries by preventing recourse to the European lines. The efforts of the Chambers of Commerce of New-York and Rio de Janeiro will contribute certainly to the speedy realization of this desired object, which it is the

interest of both corporations to advance. Please, Mr. President and gentlemen of the New-York Chamber of Commerce, accept my thanks for the kind reception which I have experienced in this re-union, an account of which I will make known to my own government, as an additional proof of the sentiments of your body, and of the people of the United States, towards Brazil.

Mr. FLETCHER then resumed his remarks, and gave some very important statistics connected with the trade of Brazil and other countries of South America, and the West Indies. The trade of Brazil, he said, amounts to between sixty and seventy millions of dollars; that of the West Indian Islands to forty-five millions; and that of the remainder of South America to sixty millions. He showed that in 1864 England sold of her manufactures to Brazil, \$37,000,000 worth, in hard cash, and bought of Brazil only \$30,000,000, thus making \$7,000,000 clear gain; while, during the same period, the United States sold to Brazil only \$5,000,000 of productions, (mostly flour,) yet Brazil sold to the United States nearly \$20,000,000, which had to be paid for (mostly through English houses bitterly opposed to us in the late struggle) in high rates of exchange. But he believed that the United States commerce would now be on a better footing, and that the commerce of the two countries would be more reciprocal. The United States Government had subsidized the new line with a grant of \$150,000 per annum. He showed how the steamship company to Brazil inaugurated a new policy, which will redound greatly to the increase of our commerce and to the benefit of Brazil. The subsidizing of the San Francisco and Japanese line (Pacific Mail Company) would doubtless be followed by a still wider extension of facilities, so that in a few years America would have a commercial steam fleet second to none, and New-York would be its centre.

Mr. CONKLING then moved that 1,000 copies of a pamphlet, containing the memorial and letter from the Rio Chamber of Commerce, and the speeches of Senhor D'AZAMBUJA and Mr. FLETCHER be published for the use of the Chamber.

After some slight business the Chamber adjourned, when the members were introduced to Senhor D'AZAMBUJA.

#### COMMUNICATION FROM THE EXCHANGE OF RIO DE JANEIRO.

*To the Honorable President and the other Gentlemen of the New-York Chamber of Commerce:*

The Committee of the Rio de Janeiro Exchange begs to enclose a copy of the petition that the merchants of this place, in a general meeting, held on 'Change, on the tenth of May, ult., addressed to the Brazilian Parliament, begging the approval of the law (which happily has passed in both Chambers) authorizing the subsidy of a line of mail steamers between Brazil and the United States of America.

By said copy you will see the friendly and sympathetic feelings which Brazil entertains towards your great country, and the wish it shows of strengthening the commercial intercourse between the two nations. This wish is happily on the point of being realized; and before long both countries will reap the advantages of more rapid and regular communication.

As our two countries are to be more immediately connected, it is just and convenient that between the two Chambers of Commerce of the two largest cities of America, New-York and Rio de Janeiro, there should be established regular commercial correspondence.

This Committee will feel greatly honored by receiving any reports which you may think proper, in the interest of your country, to send them; and on their part, they will learn with pleasure that you will find interest in receiving those from Brazil.

The Committee of the Rio de Janeiro Exchange avails itself of this opportunity to express to the President and the other gentlemen of the New-York Chamber of Commerce their feelings of esteem and consideration.

Rio de Janeiro Exchange, the 8th July, 1865.

*O Presidente*—JOSE JOAQUIM DE LIMA E SILVA SOBRINHO,  
*O Secretario*—VIC. CYRILLO ROIZ DE CASTRO,  
*O Thezoureiro*—CAETANO FERREIRA D'ALMEIDA,  
 A. LEHERICY, J. M. CARRERE,  
 DAVID MOERS, ALFRED MCKINNEL,  
 ANTO. D'ARANAGA.

#### MEMORIAL TO THE BRAZILIAN PARLIAMENT.

*To the August and Honorable Gentlemen, the National Representatives:*

The undersigned, confiding in the benevolence with which you invariably receive manifestations of the public opinion, when properly and legitimately expressed, beg respectfully to call your attention to two subjects of the highest interest and importance to Brazil, namely, the establishment of a line of regular mail steamers between this empire and the United States of America, thereby bringing into closer and more immediate contact the two countries; and the construction of a system of electric telegraphs by which to unite the capital of the empire with the provinces, and these one with the other, and to place us in immediate intercourse with the rest of the civilized world.

To enunciate and make known these two necessities is tantamount to proving that they should be satisfied.

Who for a moment can deny the advantages of communication by steam, or of the transmission of thought by means of electricity? Such advantages are now considered axioms not needing demonstration; and in applying them to Brazil can they lose this self-evident character, which they have obtained throughout the rest of the civilized world? The reply cannot be doubtful.

The advantages of steam communication and of the transmission of thought by means of electricity being recognised in principle, it now remains to be seen if the commerce between Brazil and the United States is of sufficient importance to demand and even to exact a line of regular mail steamers between the two countries, and if the expense and sacrifices which will be entailed by the establishment of a system of electric telegraphs on the whole extent of the Brazilian coast are likely to be compensated by the benefits to be derived therefrom.

As to the first point, the undersigned state only the conviction of all



parties, when they assert that the commerce between Brazil and the United States is already very important, and tends daily to increase.

They do not, however, desire that mere assertion should suffice, and call in facts to prove their asseverations.

By the following table you will see the importance of the exportation of one article only of our commerce with the United States:

Year.	Export of Coffee.	
	To U. S.	To Europe.
1860, (bags).....	993,496	1,102,905
1861, ".....	759,695	1,276,505
1862, ".....	391,256	1,048,422
1863, ".....	391,938	905,654
1864, ".....	558,171	884,071

This table shows that in the year 1860, or that which immediately preceded the outbreak of the civil war in the United States, the quantity of coffee which we exported to that country reached nearly one million of bags of 160 pounds each, nearly equalled our exportation for that year to Europe, and absorbed nearly the half of that year's production. The value of this exportation may be approximately estimated at R. 30,000,000|000. If to this be added the other articles of minor importance of our export, it will be seen that in the year 1860 the total value of our exports to the United States amounted to nearly R. 40,000,000|000, according to the official estimates.

The imports from the United States into Brazil during the said year of 1860 amounted to nearly R. 10,000,000|000, as given by the said official estimates.

Therefore, the value of the exports and imports united show that our commercial transactions with the United States during the year 1860, amounted to about R. 50,000,000|000.

The total value of our commerce, exports and imports, with France, during the said year of 1860, did not reach that sum; yet during that year the French Government considered the relations between the two countries of sufficient importance to liberally subsidize a French mail steam packet company; and the Messageries Impériales line of steamers was established between Bordeaux and South America.

It is true that our commerce with the United States has considerably diminished during the last four years, but none of us ignore the passing cause to which this is attributable—a civil war—which terminated, commerce will revive with increased vigor and new impulse.

By the foregoing table it will be seen that the exports of coffee, which during the years 1862 and 1863 declined to three hundred and ninety odd thousand bags, recovered again its progressive increase, amounting in 1864 to 558,171 bags.

This increase must assume greater proportions immediately the civil war is over, the speedy close of which appears beyond a doubt. If the existing commerce between Brazil and the United States is already of such importance, what may we not expect it to reach after a line of regular steam packets has been established between the two countries? The immense increase in our commerce with Great Britain and France since

the establishment of the lines of mail steamers between those countries and Brazil is the most conclusive reply. With Great Britain, whose line of steamers has been in existence about fifteen years, the increase has been more than 100 per cent., and with France, whose line dates back only about five years, it has been fully 40 per cent.

From this point of view it is beyond doubt that the commerce between Brazil and the United States requires and calls for a more rapid communication between the two countries. Some persons, however, object to a line of steamers, on the ground that no line of ocean steam packets with long voyages can pay its expenses without a large passenger traffic, and that this does not exist between Brazil and the United States. There is much truth in this assertion; but it must be borne in mind that it is now a proved fact, that rapid communications and easy and commodious voyages multiply passengers.

What did the passenger traffic between Brazil and Europe amount to previously to the establishment of the Southampton and Bordeaux lines? Twenty or thirty persons took passage each voyage by the English sailing packets and the Merchants' line of sailing vessels from Havre. The lines of steam packets were established, and now each of them counts its passengers by the hundreds in their bi-monthly voyages.

Is it possible that a regular line of steam packets, with voyages of twenty days, either way, established between two countries, both rich; one of which is proportionately the most prosperous nation of modern times; whose united populations amount to nearly forty millions of people; whose commerce has reached R. 50,000,000|000 in one year; which are attracted towards one another by strong sympathy and mutual and powerful interests—is it possible that, with the existence of all these favorable elements, passengers will be wanting to the line?

Side by side with the commercial advantages which Brazil will reap from this line of steam packets between her ports and the United States—advantages which are patent and visible—will grow a great and beneficial influence, a moral one, which a close and intimate intercourse with the extraordinary people of that magnificent country cannot fail to have upon our manners and customs, our thoughts and mental culture.

We cannot doubt that this intercourse will cause a salutary change in our obsolete manner of cultivating the soil.

Who dares to deny the impulse it will give to our navigation and our inland communication?

The magnificent spectacle which is presented by that laborious, bold, energetic, rich democracy, in which superabound all the resources of modern life, must produce great and beneficial impressions upon those who behold it.

After the lapse of some time the Brazilian youths, in place of being sent to Europe to study law and medicine, and to apply themselves exclusively to the culture of literature—which tastes are fostered and encouraged by the sweet and pernicious *far niente* of Paris, and which completely unfit them for industrial careers—will be sent to the United States, there to study the useful arts and sciences of daily use and application; there to learn practically agriculture, the trades, and the arts—how to construct canals and rail-roads, and how to improve their time by employing it constantly in useful pursuits.

Thence on their return to Brazil they will bring with them a little of that spirit of enterprise, of that energy of character, of that love of labor, which so pre-eminently distinguish the American democracy, and the absence of which from amongst us is so painfully apparent.

The undersigned do not pretend to set before you the political advantages to be gained by Brazil in drawing closer the bonds of amity which exist between her and a great people with whom she has so much in common, and whose friendship may one day be of such immense importance to us.

These advantages are so clear and so patent that any person is capable of estimating them at their true value.

The undersigned, limiting themselves to the exposition of those advantages which are purely commercial, industrial, and economic, are confident that these alone are sufficient to induce you to authorize the assistance and favors necessary to make the proposed line of mail steamers between the two countries prosper.

Assistance and favors are indispensable for the maintenance of a regular line of ocean steamers with long voyages.

The company which has contracted with the Government of the United States for the establishment of the line with Brazil cannot dispense with them.

The Government of the United States, in authorizing the organization of the line of steamers and in conferring a subvention upon it, imposed upon the company the obligation of obtaining like favors from the Brazilian Government—insignificant favors, it is true, when compared with those bestowed upon all our chief coast steam navigation companies; nevertheless, without them it cannot be carried out.

There are those who argue that, as Brazil gave no subvention to the Southampton and Bordeaux companies, it should give none to the proposed American company; and that if the American Government deem advantageous a line of steamers between the United States and Brazil, it should maintain the same at its own exclusive expense, as the British and French Governments do.

The policy of Brazil would be short-sighted and trifling if it gave weight and importance to such suggestions.

What is it to her that the British and French Governments did not seek her co-operation when establishing their respective lines of steamers?

They considered that they were rich enough to take to themselves all the *onus* of these lines, and did not desire to have them subject to any interference or fiscalization on the part of Brazil.

They have done us a great service without our making any sacrifices, and we thank them.

The United States, however, took a different view of the matter, and considered that Brazil should take upon herself her share of the *onus* to be incurred by the establishment of a line of mail steamers between the two countries. They did not act thus, certainly, from a want of means—none for a moment suppose so—but, as appears probable, from a desire to interest Brazil more directly in an enterprise, the success and prosperity of which must contribute to her aggrandizement—a thing which that country apparently so sincerely desires.

Whatever may have been the true motives which actuated the Ameri-

can Congress, certain it is that they embodied this condition in the law which they voted in May, 1864, authorizing the establishment of the line of mail steamers referred to; and the same condition was embodied in the contract entered into with a New-York company, which contract becomes null and void should the line of steamers between the two countries not have commenced operations by the 1st September of the present year.

This being an essential condition, will Brazil refuse to give her aid to an enterprise from which she must reap greater benefits than the country which initiated it? By such action she would be working against her dearest and most vital interests. For the sake of the national honor it is to be hoped that a more wise and liberal policy will be adopted by the legislative body, especially as the sacrifice demanded of the country is most insignificant when compared with the advantages which must result from it.

As to the necessity of establishing throughout Brazil lines of electric telegraphs, the undersigned are firmly convinced that there is not one amongst you who does not recognise it, and does not most ardently desire that they should be immediately established. The backwardness of the country in this respect is most painful to behold.

We possess only an insignificant line to Cape Frio; another, even less important, to Petropolis, and the wires which run along those sections of our lines of rail-road which are in operation. Upon our immense line of 800 leagues of seacoast, on which are situated sixteen of our twenty provinces, we do not possess another line of telegraph than that which unites the capital of the empire with Cape Frio, (a distance of about 60 miles.)

The undersigned will not take up your time and attention needlessly in laying before you the advantages which the electric telegraph offers for the proper government of the country in its political, financial, administrative and judicial aspects. They will merely bring to your remembrance the great want of them, which the Government must most seriously feel at the present moment, when it constantly requires to transmit most urgent instructions to the remoter points of the empire.

Happily for the country, the Government during the present war, having the seaports open, can, by the lines of steamers north and south, and by means of ships of war, despatch its orders with more or less rapidity. But suppose we were at war with a powerful maritime nation, who would commence by blockading our ports, how would the Government transmit its orders and instructions to Para, on the one side, and to Rio Grande del Sud, on the other?

What could we do without lines of electric telegraph and good roads along the coast, by which the provinces could readily communicate with one another and with the capital of the empire?

As to the commercial advantages which Brazil would enjoy by the establishment of lines of electric telegraph through the country, it is unnecessary to set them forth. Who ignores that in Europe and the United States the electric telegraph is the most potent and indispensable commercial agent?

The advantages of establishing the electric telegraph through Brazil being recognised, the country requires that it should be established along

the whole length of our coast, from the Amazon to the Rio Grande del Sud, not only for commercial but also for administrative reasons.

We ought not wait to see the tardy realization of BALLESTRINI's uncertain enterprise, which undertakes to throw a submarine cable across the meridional Atlantic Ocean, and unite Europe with America. This gigantic enterprise is of most difficult realization, and many eminent engineers doubt the possibility of its success. Why, then, wait to see its realization, when we may in a short time be enjoying the advantages of internal lines undertaken by ourselves?

Should BALLESTRINI's undertaking be a success, it will then find us prepared to unite our lines with his, thus placing us in immediate contact with Europe.

Should it prove a failure, we shall not have lost time by the establishment of our own lines, which (having lost all hope of the meridional Atlantic Ocean Cable being laid down) we might unite with the telegraphic system of the United States, which is, according to last accounts, to be united in a short time with the Russian line running through Siberia, by prolonging itself along the British and Russian possessions of North America, and crossing Behring's Straits.

This enterprise has everything in favor of its successful realization, and by means of it we shall be able to reach Europe, though by a long circuit.

Such are, august and honorable gentlemen, the representatives of the nation, the two urgent necessities which have brought the undersigned this day before you, and to satisfy which they beg of you in the name of the most vital and dearest interests of Brazil. They are confident that your patriotism will surmount all the difficulties which are invariably encountered when great ideas strive to realize themselves in facts.

They believe and hope that you will not be deterred by the financial difficulties which surround us, neither permit yourselves to be exclusively carried away by the necessity of concentrating all the efforts and resources of Brazil in the maintenance of the national honor, so vilely outraged by the ungrateful republic of Paraguay.

Our financial difficulties require and demand the suppression of all useless, unnecessary, and unproductive outlay; but they should never be made pretexts for omitting to carry out useful and productive improvements, which are as seed sown in a good soil, soon to bear their fruit, increasing the national prosperity.

The war with Paraguay should be an additional incentive for inducing us to increase, by every means in our power and as quickly as possible, the fountains of our production, whence must flow the resources which are to bear the increasing burthen which this war is imposing on Brazil.

Rio de Janeiro, 2d of May, 1865.

O Presidente—JOSE JOAQUIM DE LIMA E SILVA SOBRINHO,

O Secretario—VIC. CYRILLO ROIZ DE CASTRO,

O Thezoureiro—CAETANO FERQUIM D'ALMEIDA,

A. LEHERICY,

J. M. CARRERE,

DAVID MOERS,

ALFRED MCKINNELL,

ANT. D'ARANAGA.

[Here follow 149 signatures of merchants, brokers and others.]

I, CHARLES JOHN KUNHARDT, of the City of Rio de Janeiro, public translator and commercial interpreter, duly admitted and sworn, book-keeper of the Rio de Janeiro Exchange, undersigned, do hereby certify and attest, unto all it may concern, that the above is a true and correct translation of the original petition addressed by one hundred and fifty-seven merchants, brokers, &c., to the Brazilian Parliament.

In testimony whereof, I have hereunto set my hand and seal of office, to serve and avail when needful.

Rio de Janeiro, 8th July, 1865.

(Signed)

C. J. KUNHARDT,

Sworn Public Translator and Commercial Interpreter.

[SEAL.]

Below will be found the names of the Brazilian Deputies referred to on page 5. These gentlemen signed, according to the Parliamentary custom in Brazil, the proposed bill (since become a law) for a joint subsidy with the Government of the United States, to establish steam communication between New-York and Rio de Janeiro, *via* St. Thomas, Para, Pernambuco and Bahia:

MARTINHO CAMPOS,

ANDRADE PINTO,

J. MARCONDES,

HENRIQUE D'ALMEIDA,

MOREIRA,

BARAO DE PORTO ALEGRE,

FLORES,

P. MACHADO,

ESPERIDIAO,

MOREIRA BRANDAO,

LIBERATO,

PEDRO MONIZ,

C. PARANAGUA,

FONSECA VIANNA,

JACOBINA,

MARTIN FRANCISCO,

F. CARNEIRO DE CAMPOS,

JOSE ANGELO,

ARAGAO E MELO,

A. C. DE SA E ALBUQUERQUE,

I. DE BARROS BARRETO,

PEDRO LUIZ,

H. LIMPO DE ABREO,

S. CARVALHO,

A. LETAO DA CUNHA,

CARVALHO REIS,

M. DANTAS,

RAIOL,

FRANCO D'ALMEIDA,

LIMA DUARTE,

A. FLEURY,

F. DE PAULA SANTOS,

LOPEZ NETTO,

JOSE CAETANO,

CARLOS RIBEIRO,

SILVEIRA LOBO,

F. J. FIALHO,

A. LOBO,

AFFONSO CELSO,

CHAGAS LOBATO.

MSH 20529

**END OF  
TITLE**